

Today's Advertisements.

HONGKONG VOLUNTEER CORPS.

PROMENADE CONCERT AND DISTRIBUTION OF PRIZES.

SATURDAY, the 5th June, 1897.

Weather Permitting.

AT HEADQUARTERS,
commencing at 9.15 P.M.

VOCALISTS:

Messrs. C. H. GRACE, C. H. LAMBERT and
J. GILCHRIST.

BAND PROGRAMME:

March....."Volunteer".....*Herold*.
Overture....."Zampa".....*Herold*.
Intermezzo....."Forget me not".....*Macbeth*.
Song (Carmel)....."The Garden of".....*Di Lara*.
Solo....."Sleep".....*Di Lara*.
Quintet from....."The Melancholy".....*Wagner*.
Fantasia....."Mazurka".....*Wallace*.
The British Army Quadrille.....*Julien*.
[Synopsis:—The Camp at night.—Patrol
going the rounds, "All's Well."—Reveille.—The
Camp in motion.—The Troops on Parade.—
Music of the Infantry Bands (with Solos for
Flute, Oboe, Piccolo and Clarinet). Music of the
Mounted Bands (with Solos for Cornet and
Trombone). Night once more "Go to bed,
Tom."—"God save the Queen" heard in the
distance.—The enemy heard advancing.—The
Alarm sounds and the Camp is soon roused
and on Parade.—The English Brigade advancing
to the "British Grenadiers." Irish Brigade
to "Garry Owen." Scotch Brigade to "Highland
Laddie."—Grand Ensemble and Finale repre-
senting the Battle in which the British are victo-
rious. Concluding with the "Conquering
Hero."]

TICKETS may be obtained from Messrs. W.
ROBINSON & Co., Queen's Road.
By kind permission, the BAND of the WEST
YORKSHIRE REGIMENT will take part in the
CONCERT.
Hongkong, 2nd June, 1897. 1895

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"HYDASPES."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed, and placed at their risk into the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be noted and marked by mark
and delivered can be obtained as soon as the
Goods are landed.
Goods not cleared by the 8th instant, at 4
P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here after which
no Claims will be recognized.
H. A. RITCHIE,
Superintendent.
Hongkong, 2nd June, 1897. 18

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship.

"HAILOONG."

Captain Hodgins, will be despatched for the
above Ports TO-MORROW, the 3rd instant,
at Noon.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 2nd June, 1897. 1889

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship.

"CATHARINE APCAR."

Captain J. G. Olliff, will be despatched for the
above Ports on TUESDAY, the 8th instant,
at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 2nd June, 1897. 1899

TAKE NOTE

IT IS UNIVERALLY ADMITTED THAT
TO indicate the exact use of words, no
DICTIONARY can compare with the New
Edition of
WEBSTER'S DICTIONARY.

At the Office of the Hongkong Telegraph you
can see, and procure for SIX DOLLARS, a Copy
of the Webster's Dictionary, the latest and most
authoritative work on the subject.
Hongkong, 17th May, 1897. 1881

Intimations.

DAKIN, CRICKSHANK &
COMPANY,VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRY VADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 1st March, 1897. 1870

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

Intimation.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with
the best English Machinery, embodying the
latest improvements in the trade.

The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Emplies when received in good order.

Counterfoil Order Books supplied on applica-
tion.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always kept
ready in Stock:

PURE AERATED WATER,
SODA WATER,
LEMONADE,
POTASH WATER,
SALTZETTER WATER,
LITHIA WATER,
SARSAPARILLA WATER,
TONIC WATER,
GINGER ALE,
GINGERADE.

No Credit given for Bottles that look dirty or
greasy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 13th April, 1897. 16

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 2, 1897.

IS IT NOT A FAUX PAS?

We are not satisfied that the purchase
by the military authorities of the site of the
Mount Austin Hotel with all the
buildings on it is a move in the right
direction either from the purely military point
of view or from a sanitary point of view.
We are afraid that the purchase is a
hasty one, made under local influences
and upon the advice of a very zealous and
very able medical officer well-known to
us all and equally well liked, but
whose zeal for the welfare of the soldier is
not always tempered by that amount of
discretion and reflection that distin-
guishes the Saxon from the Celt.
It does not seem clear whether the
place, where the Military have got possession
of it, is to be a military barracks pure
and simple or a Convalescent Station to
which the troops are to be moved by
sections of three or four hundred at a time
for the benefit of their health during the
summer months, or whether it is to be
mainly for the benefit of the women and
children, or to be a general Military
Hospital. All these different ideas are in
the air, and there seems to be a prevailing
impression that the General would arbi-
trarily be off his bargain. A syndicate
is being talked of in town to take it off his
hands at a considerable profit to the
military chest.

Now, if the place is wanted for a barracks
it seems to us to be very ill suited for such
a purpose. There is no available drill
ground, nor any ground in the neighbour-
hood that can easily be made serviceable
for that purpose, or for the men to exercise.
The buildings will need very extensive
and very expensive alterations. Men can-
not be quartered three or four in a room.
Several rooms will have to be thrown
into one to make space for a company or
half company to be kept together. For
four months in the year, at least, the place
is constantly enveloped in dense mists.
The men will probably get diarrhoea and
dysentery, as on a former occasion
when soldiers were quartered in that
neighbourhood. They will probably
suffer, too, from fevers; they have not
the means at their disposal that civi-
lians possess for preserving themselves
from variations of temperature and from
the effects of damp. A soldier's kit is
a slender one. The men will be farther
removed in many respects from the points
of defence round the island than they
are in their present barracks. It will take
longer time and more money to get them

from Mount Austin to Stonecutters or to
Ly-ee-mun than from Murray Barracks.
True, they will be a little nearer to any
positions selected for defence on the south
side of the island, but only at its eastern
end. They will be farther removed than
ever from, say, the defence of the Talam
Reservoir. As a purely military location
it seems to us that the new purchase is
about the worst situated spot that could
have been chosen along the whole
range of hills for a military barracks.
And who is to occupy it—Artillery or
Infantry, or Engineers or Staff, or a
mixed force of all-arms? May we be
permitted, from a purely military point of
view, to recommend that it should be
appropriated exclusively for the General
Officer Commanding and his Staff, and for
the officers of the Garrison generally. It
is fitted for officers' quarters, is in a
commanding position and has all the
necessary accommodation for the display
of that hospitality which always
and everywhere distinguishes the
British officer. As a Hospital and
Convalescent Station we do not believe
the place will be a success. The next
Senior Military Medical Officer who
comes along here will be certain to
find and declare it utterly unsuitable for
any such purpose—too far away
from the bulk of the forces, too
high, too damp, too windy, too much
exposed, too expensive in the mov-
ing of the men up and down. We foresee
that the Military authorities will find in a
few years—a very few years—that their
purchase was a big mistake and they will
be ready to sell it to anyone who wants it.
They cannot sell it now. It would look
too foolish; but perhaps they have still a
locus penitentie and they may be able to
cancel the purchase before it is too late.

As to our side of the question—how we,
the colonists, are affected: The presence
of soldiers in great numbers constantly in
the Mount Austin will alter the whole
character of life at the Peak, and will
shift the social centre of gravity more
over to the eastward. A new line of
tram, or a branch from the present line,
will be carrying the civilian residents at
the Peak and their wives and
families to a point nearer to Mount
Gough. The value of residential property
near the Barracks will diminish very con-
siderably in time, and Chinese are bound
to find their way to the neighbourhood of
the Victoria Gap. Property farther
removed from the Barracks will possibly
rise in value and become more
crowded with houses. But the more
serious aspect of the matter as
affects the Colonists is the question of
expense and their share of it. It will cost
well on for four hundred thousand dollars
before the Mount Austin Hotel is fit for
occupation as a permanent barracks for
soldiers with all the necessary appliances.
The Colony has to pay a third of that.
To pay that third it will have to
raise additional revenue. On the
additional revenue so raised it will have to
pay 17 per cent. of an additional Military
Contribution, and it is not to get the site of
the North Barracks for the improvement
of the Colony and of its foreshore. That
goes to the Admiralty for the improvement
of the Naval Yard!

To celebrate the Diamond Jubilee of Her Majesty
the Queen the Newmarket Urban Council have
decided to contribute £1,000 towards the erection
of a new women's wing for the Rous Memorial
Hospital.

In their *Weekly Share Report* issued at 5 p.m.,
to-day Messrs. Benjamin, Kelly and Potts
state:—The past week has been a moderately
active one and a fairly general rise in quotations
has to be recorded.

On the 15th ultimo the *Bombay Gazette* made
the following welcome announcement:—Plague
seems rapidly dying out in Bombay, Kurrachee,
and Poona. It is still violent at Cutch Mandvi
whither medical assistance has been sent from
Bombay.

A CHINESE report from Peking says that Wen
Tung Ho proposes to pay off the war indemnity
before going into railways out of proceeds from
the new bank scheme. It is said that he is
about to present a memorial to the Emperor to
this effect.—*Mercury*.

ASCULLING match has taken place on the
Thames between Wray, a Sydney oarsman, and
Haines, the winner of last year's punting cham-
pionship. The former won easily, beating his
opponent by 100 yards. Wray has issued a
challenge to Gaudin, the sculling champion of
the world, who defeated Stanbury, the Australian
champion, in September last.

A PORTUGUESE answer to the name of
Perelva was fined \$5 at the Magistrate's court
for creating a disturbance. He went into an
engineer's house in Queen's Road East and
abused the tenant, who gave him into custody.
The defendant's version was that a friend of his
went into the house and he had been waiting for
him, but being impatient he knocked at the door
to bring him out.

The Synod of the Free Presbyterian Church of
England on April 30th rejected the petition
against the Rev. J. Watson, M.A., D.D., (an
MacLaren) "the famous Scottish novelist," who
was cited by a minister of the Church to appear
before the Synod, on the grounds of heresy. The
petition was lodged by Dr. Kennedy Moore,
whose chief complaint was that the author of the
"Mind of the Master" had not repudiated the
charge publicly made that his teaching tended
towards Unitarianism.

SPEAKING early last month in the Cape House
of Assembly on the question of additional British
troops being sent to South Africa, the
Premier, Sir J. Gordon Sprigg, said he did not
blame the British Government for increasing
the strength of the South African garrison in
view of the somewhat strained relations with the
Transvaal, but he indicated that there was an
intense anxiety for peace on the part of Cape
Colony, and advised that resort should be had to
every means of diplomacy before war was
declared.

News has been received by Admiral Bridge,
Commander-in-Chief of the Australian squadron,
of the appointment of Captain Henry Leah,
to the command of H.M.S. *Mildura*. Captain Leah
joined the Navy in March, 1864, and received
his commission as sub-lieutenant in 1869. He
was appointed lieutenant in 1873, commander in
1887, and captain on the 30th March, 1894.
He leaves England to join the *Mildura* on the
9th inst., and on his arrival Commander Carter,
who is at present in command, will rejoin the
Orlando.

THE latest move in connection with the race-
course betting that at Kempton Park, the other
day, Mr. C. Hibbert, of Nottingham; Mr. R. S.
Fry, 23, Darnley-road, Ealing; and Mr. John
Edge, York House, River-court-road, Ham-
mersmith, three well-known bookmakers, were asked
for and gave their names and addresses to the
police at Kempton Park on Easter Monday. It
was stated that the police acted under the
instructions of Sir Edward Bradford, the Chief
Commissioner of Police, and summonses were
issued against the gentlemen named for alleged
illegal betting in the reserved enclosure.

A ROUGH and determined looking rascal "faced
the music" at the Police Court this morning
charged with stealing \$5 from one of the audience
in the theatre at San-ti-wan and also with attempt-
ing to commit suicide. He was convicted of a
similar offence a few weeks ago when the "Koh
Sing" theatre was the scene of his operations.
He attempted to commit suicide twice after his
arrest but failed, it seemed, was against him. The
first time, he hung himself in his cell but was
cut down, and on the second occasion he jumped
overboard from the Police station which was
conveying him to the Central Station. Mr.
Woodhouse sentenced him to six months' im-
prisonment so as to give him his disturbed caput a
rest. The prisoner asked to be hanged and said
that he preferred to die rather than undergo an
imprisonment.

WE note that canvas sun-blinds have been fitted
to the marsh shelter on Pedder's Wharf to the
great comfort and convenience of those of the
public whose business obliges them to wait for
launches or sampans at that excessively hot
spot. Upon enquiry, however, we learn that it
is not the Government that is thus caring for
the comfort of the public, but Mr. Dorabjee,
the proprietor of the Kowloon Ferry Service, who
has erected the blinds at his own expense in
order that passengers by his launches may be
spared as little inconvenience as possible while
waiting on the wharf. We heartily congratulate
Mr. Dorabjee on his philanthropic action, which
cannot fail to be much appreciated by the public.
While on the subject of Pedder's Wharf and its
inconveniences, or rather lack of them, might we
suggest to the Government that a couple of
garden seats, placed under the shelter for the
accommodation of Europeans would be desir-
able, particularly so at night when the ferry
launches run at long intervals. The seats would
not cost much and the policemen on duty at the
wharf could easily keep them clear of coolies—
and sometimes sit on them!

THE Band of the West York Regiment will
play the following programme at the Officers'
Mess, Murray Barracks, this evening:—
1.—Overture....."The Merry Men".....*Adams*.
2.—Polo Solo....."The Merry Men".....*Adams*.
3.—Polo Solo....."The Merry Men".....*Adams*.
4.—Polo Solo....."The Merry Men".....*Adams*.
5.—Polo Solo....."The Merry Men".....*Adams*.
6.—Polo Solo....."The Merry Men".....*Adams*.
7.—Polo Solo....."The Merry Men".....*Adams*.
8.—Polo Solo....."The Merry Men".....*Adams*.
9.—Polo Solo....."The Merry Men".....*Adams*.
10.—Polo Solo....."The Merry Men".....*Adams*.

It is, says the *Bombay Gazette*, officially
notified by the Home Department that all the
Diamond Jubilee addresses presented will be
forwarded to England, and that Bodies or
Associations not desiring to present addresses
through deputations can do so by forwarding
them through the Local Governments to the
Government of India.

REUTER'S MESSAGES.

THE DERBY.

LONDON, May 31st.

Bersak is scratched for the Derby.

GREECE AND TURKEY.

The Greeks are organising the defence of
Thermopylae.

It is reported at Athens that the Turks have
again violated the neutral zone and the Greeks
fear that an unexpected stroke is meditated.

CRETE.

The Cretans continue aggressive, and
the Turkish troops have massacred fifteen Chris-
tians near Candia.

QUARANTINE AT SHANGHAI.

The Secretary of the Chamber of Commerce
informs us that the following telegram, received
from the British Consul-General at Shanghai,
has been transmitted to the Chamber by the
Colonial Secretary:—

"SHANGHAI, June 2nd,
"Fomosa ports, Amoy, Macao declared
infected. Sanitary Regulations 1896 in force."

LOCAL AND GENERAL.

The bubonic plague is said to have been entirely
stamped out at Bhowanagar, India.

The fast and formidable U.S.S. *Monterey* is
undergoing extensive repairs at Shanghai.

A FUND for the aid of the Greek wounded has
been opened by the London *Daily Chronicle*
and already amounts to £1,500.

Sir Alexander Mackenzie has been ordered by
his medical advisers to take leave for six
months. He will leave India about the end of
June.

THE Band of the West York Regiment will
play the following programme at the Officers'
Mess, Murray Barracks, this evening:—
1.—Overture....."The Merry Men".....*Adams*.
2.—Polo Solo....."The Merry Men".....*Adams*.
3.—Polo Solo....."The Merry Men".....*Adams*.
4.—Polo Solo....."The Merry Men".....*Adams*.
5.—Polo Solo....."The Merry Men".....*Adams*.
6.—Polo Solo....."The Merry Men".....*Adams*.
7.—Polo Solo....."The Merry Men".....*Adams*.
8.—Polo Solo....."The Merry Men".....*Adams*.
9.—Polo Solo....."The Merry Men".....*Adams*.
10.—Polo Solo....."The Merry Men".....*Adams*.

It is, says the *Bombay Gazette*, officially
notified by the Home Department that all the
Diamond Jubilee addresses presented will be
forwarded to England, and that Bodies or
Associations not desiring to present addresses
through deputations can do so by forwarding
them through the Local Governments to the
Government of India.

A GREAT victory was gained by a cyclist over a

police man recently in Julianstown (Ireland)
Pelly Sessions, says an exchange. A cyclist
was fined one penny for riding upon the foot-
path. Mr. Daly, J.P., in dealing with the case,
said he did not like to tell a policeman not to do
his duty, but there were times when he might be
a little blip. He would fine heavily anyone
causing an obstruction on a path, but so long as
a cyclist did not do so he should not be
interfered with. The roads were in too bad a
condition to be ridden on. The magistrate
refused to give any costs to the police, or to allow
the full fare of the constable, who attended from
the adjoining town, to prove the case.—Mr. Daly
is a sensible man.

Two marine hawkers were awarded six weeks'
imprisonment each at the Magistrate's court
this morning. They boarded the steamer *Woojung*
and bargained with the boatman for the
purchase of a quantity of refuse oil which was
cleaned out of the hold of the steamer after her
cargo was discharged. The Chinese cook was
sent ashore with the two hawkers (who took the
oil with them) to get the money. One of the
men told the other to wait with the cook until
he returned with it. After waiting for some
time the second man asked the cook to go with
him to find the first man. Not finding him they
returned to the wharf and found that the sampan
containing the oil had disappeared and then the
cook's companion attempted to escape but was
taken into custody. The oil and the other thief
were afterwards found in Kennedy-town.

THE Shanghai wheelbarrow coolies have had
their guild organised at last, the headmen of
which are those whose names we noted two
weeks ago in these columns. The guild house
is in Sinsu, and one of the regulations states
that a wheelbarrow coolie who has paid the extra
tax demanded by the Municipal Council next
July can, on presentation of his enhanced
license ticket or card at the guild house, have his
two hundred cash refunded to him, this money
being at present furnished by private native
subscribers at the instance of the Shanghai
Tao-tai. This official (says the *Daily News*)
proposes to raise a permanent fund for the above
object by levying a nominal tax upon the local
sea junk fleet and the tribute rice junk. The
name of the wheelbarrow guild is suggestive
when taken with the above method of assisting
the coolies, it being called the *Tung Chi-Kung-
So* or "Guild of Universal Aid."

A MEETING of the Sanitary Board will be held at
4.15 p.m. to-morrow. Business:—1. A return
showing the progress of Bubonic Plague in
Bombay. 2. A report regarding the existence
of Bubonic Plague at Amoy. 3. The appoint-
ment of places to which persons suffering from
Bubonic Plague, Small-pox and Cholera may be
removed. 4. Correspondence having reference
to the amendment of the by-laws providing for
the disinfection of infected premises. 5. Cor-
respondence having reference to a breach of
Ordinance 15 of 1894. 6. A request for an
extension of time in which to re-drain, "Stone-
house." 7. Two applications to sell fruit else-
where than in a public market. 8. An applica-
tion for permission to erect a water-closet. 9.
Mortality Returns for the weeks ended the 22nd
and 29th May, 1897, respectively. 10. One
application for the registration of premises for
the trade of fat boiling. 11. Eighteen applica-
tions for the registration of premises as Public
Laundries.

MUCH interest attaches to the Portuguese Royal
Military Order of Our Lord Jesus Christ, con-
ferred by the King of Portugal upon Captain
Hugh Craig, Commander of the E. and A. Com-
pany's steamer *Gulfrida*, in recognition of the
services rendered by him during the Timor
rebellion. This order was founded by Dionysius,
King of Portugal, about 1317, to encourage his
nobles to assist him against the Moors. It was
confirmed by Pope John XXII, two years later,
and may be considered a pontifical order. In
1551 Pope Julius III. vested in the Crown a
perpetual right to the Grandmastership, and
from that time the Kings of Portugal have
taken the title of Perpetual Administrators of
the order. According to the statutes of the
order, the knights are obliged to prove at least
four degrees of hereditary nobility. This may,
however, be dispensed with by the Sovereign.
The knights are under the same regulations, and
enjoy the same privileges as those of the order
of Calatrava in Spain. Since 1799 the knights
have been divided into three classes, six grand
crosses, 450 commanders, and an indefinite num-
ber of knights. Foreigners, honorary knights,
are not subject to the statutes, nor do they re-
ceive any part of the revenue.—*Sydney Tele-
graph*.

A PLEASANT evening's entertainment was given
at the Seamen's Mission Hall, Sallor's Home,
last evening by Mr. C. T. Robinson, the popular
local comique, assisted by Misses Crawford (2)
Messrs. Norris and Cooper, R.E., Crawford,
and Gilchrist, and Mr. A. J. Farr acted as
accompanist. The chubby little vocalist was in
grand form and his audience seemed as if they
could never have enough of him. His pro-
gramme included two cockney songs, "Down
the Road" and "E didn't feel at home," and
four eccentric songs "The Lamp-lighter," "The
touch of the Spot," "No more funny bills for
me," and "Conting the widow." The songs were
all sung in different costumes and the applause
of the audience testified their appreciation
emphatically. Miss Crawford's song was warmly
received and her violin playing in the trio with
her brother and sister was excellent. Mr. Gil-
christ sang "The Deathless Army" and
"Song of Araby" in capital style and Mr.
Terrell gave a fine rendering of "Dear me,
gentle Marianna." The bass and mandoline
duet of Messrs. Norris and Cooper was an
exceedingly enjoyable performance that won
loud applause. Miss Crawford sang her song
with pleasing taste and Miss L. Crawford cap-
tivated her audience with her clever violin solo.
A pretty flute solo was also contributed by
Mr. Crawford. The audience was a large one and
gave ample testimony of its appreciation of the
entertainment so kindly provided by these clever
artists.

THE Indian assault case was again heard at the

Magistracy this afternoon. Evidence was given
by three of the complainant's comrades. The
Court was sitting when we went to press.

A FOCHOW correspondent reports that the body
of Mr. Werner Krohn, late of Messrs. Siemens
& Co., Fochow, who was drowned in the River
Min on the 4th of February last, was found on
the 22nd ultimo. The burial took place at the
Fochow cemetery the same day.

THE Bombay Millowners' Association recently
unanimously resolved to discontinue from 1st
June the system of paying their hands daily.
They also resolved that bonuses might be paid
daily by such mill-owners as may desire to do
so, but the maximum bonus for male labourers
should not exceed 5 annas, for women 2 annas,
for full-time boys 2 annas, and for half-timers
one anna, and that the scale of bonus should
continue to be in force until the next meeting.

In a recent interview Sir Walter Besant, speak-
ing of the Diamond Jubilee, suggested that the
principal celebration day should be called
"Victoria Day." He said "The Queen's reign
stands for a fine period and splendid advances
in English history. Accordingly, a Victoria Day
might very well be instituted, only there need be
no trouble about a name. It is worth recalling
that for 200 years after Queen Elizabeth's death
the anniversary of her accession was celebrated.
That fact touched the note which is involved—
patriotism and country."

A CORRESPONDENT of the *Westminster Gazette*
bears "on good authority" that before our
prowful Cape Squadron received secret orders
to start for Delagoa Bay and make a demonstra-
tion in force, news had been received in London
to the effect that several German warships were
being quietly prepared for service in that region.
Germany did not, of course, mediate a coup.
That would have been a trifle too dangerous.
But the movement was intended to be in the
nature of a *ballon d'essai*—just to see how far
Great Britain would go in making a counter
demonstration.

THE Hon. Treasurer of the Alice Memorial
and Netherlove Hospitals begs to acknowledge
with thanks the following donation to the
funds of the Hospitals:—
J. Black.....£10

MR. HORATIO T. BOTTOMLEY, whose connection
with the "Hansard Union" a few years ago
caused much comment, has made recompense
out of his recently-acquired fortune. It is an-
nounced that he has voluntarily refunded
£250,000 to the Union stockholders.

THE Calcutta *Englishman* publishes an article
on light-uses in the Red Sea, and calls upon
the Government to take steps especially owing
to the increased speed demanded in the mail con-
vey, which should make the steamer track at
the south end of the Red Sea ordinarily safe for
navigation.

It is stated in *Paterfly* that the Nippon Yusen
Kaisha have contracted with Messrs. R. Napier
& Sons, Glasgow, for the construction of three
steamers. The dimensions of the vessels will
be 375 ft. by 44 ft. by 28 ft. 8 in.; they will be
of about 6,000 tons deadweight each, and are to
have a sea-going speed of 14 knots.

A Peking dispatch reports that the Board of
Rites has issued its order to the Board of
Education, to the Manchurian Railway Com-
pany to be used as the Peking office of the
Company. The lease is to run for the period
during which China gives to Russia the right of
control of the Manchurian Railway, namely, for
eighty years. At the end of this period both
the college and the railway are, according to the
Shanghai papers, to revert to the sole charge of
China. The Saye College, as its name implies,
used

AUSTRALIAN NEWS LETTER.

(FROM OUR OWN CORRESPONDENT.)

SYDNEY, May 27th.

After a good deal of warm weather we are experiencing a rather boisterous change, the seasonable "Southern breeze" with rain, being frequently in evidence. On several occasions vessels moored in the harbour were blown overboard, and a number of small craft came to grief. Reports from Newcastle state also that there has been stormy weather in the harbour and on one occasion a pilot boat's crew were in imminent danger through their boat being swamped.

Most people were under the impression that the last had long been heard of the Tichborne case, but it cropped up here the other day in the Equity Court when Edward Priestman, under power of attorney from the Rev. Edward Williams, Catholic priest, of Sidmouth, Devonshire, applied under the Lunacy Act, of 1897, for "Sir Roger Charles Dromey Tichborne," now confined in the Parramatta Asylum for the Insane, under the name and style of William Cresswell, to be given into the custody of the said Edward Priestman, and that the Court might make such order as might seem fit for the safe custody and maintenance of the insane patient. A number of affidavits were read describing the various persons known to the said Tichborne, and the Court, after a long and careful consideration, decided in favour of the application, and the said Tichborne was committed to the custody of the said Edward Priestman.

A new and important industry, the making of coconut oil, established here by Messrs Lever Bros. of Sunlight Soap fame, is just now attracting a keen interest. The first shipment, being sent to England a few days ago. During the past eight years the firm has spent £200,000 in this colony and they employ a very large number of people at their different works. That Lever Bros. appreciate printer's ink is clear from the fact that their advertisement, annually costs in the Melbourne of over £10,000 a year at home and abroad.

I am sorry to say that the drought in the interior and the Far West has not yet broken up and the pastoralists are suffering very heavy losses. In order to enable cattle and sheep to be removed to districts where feed is obtainable the Railway Commissioners are reducing their freight rates by 25 per cent, but for a number of unfortunate holders this relief comes too late.

The notorious Butler is with us at last, being quietly landed at Elizabeth Bay from the *Mariposa* in the early morning and he was then quietly taken off to Darlinghurst Gaol in a cab. The papers have given pages and pages to his sayings in *route*, and the detectives must be tired of being interviewed. They say that Butler lost much of his free and easy style as he neared Sydney and at last he became quite morose. Several Sydney special reporters joined the steamer at Auckland and came on here in her in eager quest for "copy." The prisoner has been formally brought before the Coroner and committed for trial.

The new Parliament Buildings seem far off as ever, and the stone laid by Lord Carlington to mark the site, at the time of the Colony's Centenary still stands in the Domain, grass-covered and adorned with old bushes, scraps of luncheon paper and other rubbish peculiar to a "dead-beat." The Public Works Committee are at last taking evidence on the Government Architect's design for the building and several of the persons examined do not seem to think much of them, especially as regards press accommodation.

The police officer sent from Melbourne in the R.M.S. *Oceanic* to see if he could find any trace of the missing ship's stolen gold, has returned and reports a vala search. All sorts of theories are indulged in as to the methods of the thief or thieves and not a few believe that the work is that of a clever and well-organized gang to catch whom it would require a Sherlock Holmes at least.

Favorable reports are still coming from the Western Goldfields, but at the same time many arrivals from the fields report deep disappointment, and many harrowing tales are told of tramps over the barren waterless plains in the forlorn hope of making "a strike." Quite a number of fine young men from the Eastern colonies have lost their lives on the Western fields through typhoid or privation, and still each boat takes large numbers of fresh adventurers.

It is time we had an Alien Restriction Act in full working order, if only to check the Indian hawker nuisance in the country districts. These great building fellows generally make for houses where the men are at work away from home, and they fairly terrify the females into buying their wares, and they are not above laying hands on any property of a portable nature. In one small town some 40 of them have formed a camp and they go about in an almost nude state, fairly scaring the white women and children.

It may interest readers to know the population of the Colonies. Here are the figures last issued showing the showing the numbers on December 31st, 1896. The gross population, including New Zealand and Tasmania, is 4,323,148. The population of Victoria is stated as 1,743,358. New South Wales 1,297,640. During the last year Victoria lost 6,863 while New South Wales gained 19,770. Queensland gained 11,029. West Australia 35,714. Tasmania 3,280. New Zealand 153,416.

REBELLION IN KUANGTUNG.

According to late advices received at Shanghai from Swatow the rebellion in Kuangtung and Lichow prefectures, Kuangtung, appears to be quite a serious one. The rebellion began about eight weeks ago in Shih-chow ("stone wall city") in the former prefecture, and as it was a popular movement against the official and moneyed classes, the ranks of the rebels were being constantly swelled by city men who were out of work, and country people whose fields lay barren and their families starving, owing to the *typhoon* runners enforcing the usual land tax as in times of abundant harvest. Late last month the rebels of Lichow prefecture attempted to storm the district city of San-chi, but were repulsed by the courageous Chinese, who successfully led the town militia against the rebels until reinforcements came from Lichow city itself. The inhabitants of the districts of Hsueh and Wuchuan, Kuangtung prefecture, are now reported to be up in arms, and joining the rebels, and the local military forces of the two prefectures have had to retreat before the superior numbers of the rebels, who are not only well-armed but also well led. So serious appears to be the state of affairs that Viceroy Tan, who was on sick leave for two months, has had to submit to force of circumstances and resume his duties, one of the first of which was to appoint the Commander-in-Chief of the Canton district to the command of the 5,000 extra troops destined to operate against the rebels. Shih-chow is the first city attacked by the Government troops, and as a portion of the disaffected districts are on the sea coast the Canton squadron has been ordered to co-operate with General Chang's army.—*N. G. Daily News*

THE IMPERIAL POST.

SHANGHAI, May 26th.

Judging by all we hear, things are going from bad to worse with the so-called Imperial Chinese Postal Service. The first Post Secretary has been granted leave of absence to recruit himself after his herculean labours which have only resulted in making things up as he goes along, and the department has been placed temporarily in charge of another high Customs officer whose knowledge of postal matters is about equal to our jocular devil's knowledge of algorithms. We hear that the internal confusion and dissatisfaction are even greater than the disgust of the foreign public with the new postal scheme, and the mass of undelivered correspondence, millions of unsorted stamps, lying unsorted in the Customs press, the acres of unsorted and unsorted stamps, and the general muddle inside and out of the Imperial Postal Service are enough to dishearten an angel. Sir Robert Hart and his enthusiastic but very inexperienced post advisers are fully realizing the mess they have made of the Postal Service, which is already hampered by a big deficit and the most glaring inefficiency, and we hope they know now that it is not as simple a matter to organize a postal service as they seemed to imagine at the start. They commenced at the wrong end, but it is only a matter of time before the name of the Imperial Post will be a byword for inefficiency, and a postal service worthy of the name is not to be created in a day. The opposition of the natives is very day increasing, while the hopes of the long suffering foreign public that the new organization would become better are steadily declining. No improvement whatever is visible after nearly four months of hopeless floundering. The very name "Imperial" is sounding from a Chinese point of view, as there is nothing "imperial" about the service, which is only the one-horse Customs Post masquerading in fine feathers that don't belong to it. This is why new "Imperial" stamps cannot be issued, and the grandiloquent styled institution has to content itself with "chopping" and surcharging the old Customs stamps.—*China Gazette*.

CAPTAIN RUMSEY ON LIGHT DUES AND FREE PORTS.

The Harbour Master's annual report was laid before the Legislative Council on Monday. In the course of it Captain Rumsey says:—

The subject of light dues has occupied some attention recently and has elicited statements and arguments the basis of which is found in the phrase "Freedom of the Port."

But even those from whom this phrase falls most glibly have not attempted to explain precisely what meaning they attach to it. Hongkong is described by them as a "Free Port," and the Government is anathematized for destroying its freedom, yet there has been no proposal on the part of the Government to alter in principle the condition of things which has existed for the last quarter of a century.

A "Free Port" in the general acceptance of the term, I venture to assert, is a port where there is no Customs House and where goods are free from Customs duties and control. Also in some cases it is applied to ports where ships are free and not subject to charges such as Light Dues, Tonnage Dues, &c. There is no Customs House at Hongkong and goods are free, but for the last 25 years European shipping has been subject to a charge for light dues, and for 30 years native craft have been subject to port charges.

But it is now contended that here in Hongkong "Freedom of the Port" must include both of these exemptions and that without *Free Ships* as well as *Free Goods* there is no "Free Port," a condition which, so far I have been able to discover, is not supported by precedent in any port of importance to any part of the world.

Reference has also been made by way of argument to a "Free Port" proclamation issued in 1842, when, in the words of the newspapers, "the British flag was hoisted over the island of Hongkong, the abode of a few fishermen and pirates, and when as yet the treaty by which it became a British possession had not been ratified."

Hongkong, we are told, has arrived at its present state of prosperity through being a "Free Port." Now for 30 years Hongkong has not been a "Free Port" within the apparent meaning of those who advance this statement, for from the 1st January, 1867, a charge was levied on all native craft trading to the Port, which charge was increased up to the present time, and in 1897 Light Dues were first imposed on European shipping.

The prosperity of Hongkong in 1867 (when charges were first levied on native craft) was represented by a European tonnage entry of 1,194,826 tons and a junk entry of 1,367,702 tons making a total of 2,562,528 tons.

In 1897, when European shipping was first taxed by the imposition of light dues, the total entry had increased to 3,562,774 tons.

In 1896, when the rate of light dues was increased, the total entry was 3,688,094 tons and last year it was 8,041,088 tons.

Thus it is seen that Hongkong has increased from an entry of 2½ million tons to an entry of 8 million tons during 30 years of taxed shipping, a fact which completely disproves the assertion that its prosperity is due to its being a "Free Port" from a shipping point of view.

Also it is asserted that Hongkong can only maintain its prosperity through being a "Free Port." It is a "Free Port" yet it is clear that it cannot continue to be a "Free Port" if it has not hitherto existed in that condition.

In short—Is it or is it not a "Free Port"? If its present condition is one of freedom, I say there is no proposal to alter that condition. If it is not a "Free Port" then why apply the term to it?

It has also been asserted that the imposition of any tax on shipping will have the result of preventing ships coming to the port.

I have already shown that this assertion is not borne out by our previous experience, but, after all, it is only an assertion, to support which not one little of evidence or argument is offered.

From the opinion also which has been freely stated, that the entry of this large amount of tonnage is the cause of Hongkong's prosperity, I take leave to differ, holding rather that it is the result thereof, the cause being found in the geographical convenience of the port as a shipping centre, and the stability and general business of trade in the East offering a lucrative business to ships, to participate in which there is a competition of ever increasing keenness. But however this may be, there remains the fact which can hardly be disputed, but which seems likely to be lost sight of, namely, that ships come here, as they go elsewhere, solely for their own benefit, and not with the object of benefiting Hongkong; so long therefore as benefits accrue to ships from the use of our waters, whether on any other cause, so long will ships continue to come, and the measure of these benefits, I am convinced, will not be found in a tax even exceeding the present one of 2½ cents a ton, which represents the paltry sum of £7 for a ship of 3,000 tons, a charge which makes Hongkong, in addition to its many other advantages, compare favourably as to its charges with almost any port in the world.

HONGKONG TRADE REPORT.

SHIPPING IN 1896.

The Harbour Master's annual report, laid before the Council last Monday, contains the following information respecting the trade of Hongkong in 1896:—

The total tonnage entering and clearing amounted to 16,616,953 tons, being an increase over 1895 of 883,840 tons. There were 49,744 arrivals of 8,250,853 tons and 40,219 departures of 8,359,100 tons. Of British tonnage 4,381,546 tons entered and 4,175,748 tons cleared. Of foreign tonnage 12,235,407 tons entered and 12,043,605 tons cleared. Of British tonnage 1,887,360 tons entered and 1,887,360 tons cleared. Of foreign tonnage 1,040,448 tons entered and 1,040,448 tons cleared. British tonnage therefore represented 29.3 per cent, foreign tonnage represented 70.7 per cent, of the total tonnage (foreign trade) represented 22.5 per cent, junk tonnage (local trade) represented 21 per cent.

A 778 steamers, 100 sailing vessels, and 29,848 junks entered during the year, while a daily average of 64 vessels as against 85 in 1895.

For European constructed vessels the average daily entry would be 12.8 as against 12.45 in 1895, and of the steamers arriving 60.3 per cent, were British, including all the *st. steamers*, of which the daily entry averaged 3.81.

A comparison between the years 1895-1896 shows a decrease of 173 British ships, but an increase of 168,657 British tons. The decrease is mainly due to the river steamer *Wing Tong* (in which reference was made in the 1895 report) which made this year only 12 entries, whereas in 1895 it made 14, and a decrease of 14 ships in 1896, exclusive of river steamers, the return would show an increase of 30 British ships and 120,783 British tons.

Another cause of apparent decrease in British ships compared with 1895 will be found in the number of Chinese owned vessels which appeared in 1895 under the British flag and which have since returned to their owners, and appeared in 1896 as Chinese; the number of their entries and clearances in 1895 were 112, with a tonnage of 165,774 tons. If these were also included in the comparison, we would get an increase of 142 British ships and 385,557 British tons, or 51 per cent.

A large increase in foreign ships and tonnage is shown in the comparative statement. This increase is found principally under the German, Japanese, and Chinese flags.

The second for the German flag in 1896 is represented by an increase of 175 ships entering and clearing with a tonnage of 235,165 tons, still larger increase is shown in the Chinese ships which sailed under the German flag in 1896 were taken out of the comparison. These amounted to 93 entries and clearances of 97,974 tons, and the actual increase under the German flag would then become 267 ships entering and clearing with a tonnage of 331,079.

This substantial increase is built up by an increased number of entries and clearances in the coasting trade, coupled with the new "Rikmers" line from Europe, and the large new steamers of D. D. R. line which came to Hongkong during the year under review.

Under the Japanese flag there is an increase over 1895 of entries and clearances amounting to 107 ships of 104,704 tons, made up principally of 16 vessels of the new lines to Europe, Australia, and elsewhere, which made during the year 72 entries and clearances of a combined tonnage of 110,846 tons. The increase under this flag is the most notable for the year. For 8 years previous to the war the average yearly entry of Japanese vessels was 44, with a tonnage of 61,578; in 1896 it rose to 80 ships of 144,493 tons.

A large increase in Chinese ships is also shown, viz., 225 ships entering and clearing of 253,771 tons, but when consideration is given to the Chinese ships which appeared in 1895 under the British and German flags, 204 ships of 253,688 tons, this increase is more apparent than real.

The total increase under the foregoing is reduced by a falling off under the Danish flag amounting to 78 entries and clearances of 77,073 tons, owing to the surrendering of the *de facto* and to the absence, on time charter, of the *de jure*, two "re-act customers."

The net increase in foreign flags is thus brought to 435 entries and clearances with a tonnage of 639,153 tons.

Taking entries and clearances together, we get the following increases shown for 1896 over 1895:—British, 53 per cent; German, 23 per cent; Japanese, 195 per cent.

The actual number of ships of European construction exclusive of river steamers which entered the port in 1896 was 379, being 235 British and 254 foreign. In the previous year the numbers were 336 British and 250 foreign.

Flag.	No. of Ships.	Total Tonnage.
British	298	1,806
American	3	14
Australian	7	24
Danish	4	58
French	2	16
German	77	708
Italian	2	21
Japanese	25	80
Norwegian	27	124
Russian	4	4
Swedish	1	10
Chinese	21	217
Spanish	4	8
Belgian	1	1
Total	495	3,185

Flag.	No. of Ships.	Total Tonnage.
British	27	31
American	26	42
German	10	19
Italian	2	2
Norwegian	5	6
Spanish	1	1
Hawaiian	2	2
Total	84	100

In 1895 the entire amount to 3,051 times with an aggregate collective tonnage of 4,114,403 tons. In 1896 the entries were 3,285 with a tonnage of 4,487,767 tons. Thus a decrease of 7 ships with an increase of 234 entries, gave an increase of 373,364 tons. The decrease of 7 ships was made up as follows, viz.—12 fewer British ships and 5 more foreign. The increase of 234 entries was made up as follows, viz.—24 more British entries and 210 more foreign entries. The 210 foreign increases were made up chiefly under the following:—from Chinese (113), German (83), and Japanese (53), with a decrease in Danish (30). The increase of tonnage was made up as follows, viz.—61,577 British tonnage and 311,337 foreign tonnage.

Compared with 1895 we get 11 fewer British ships, 4 more foreign ships, 24 more British entries, 210 more foreign entries, 61,577 more British tonnage, 311,337 more foreign tonnage.

The year has been marked in the second half by a shortness in the Southern rice crop; an import of 578,770 tons was reported up to 30th June; the total for the year was only 704,530 tons. This falling off, in addition to reducing the totals for our European constructed vessels, was also very clearly marked in the junk trade, which in the last quarter of the year showed a decrease compared with 1895 of 1,642 vessels of 60,000 tons. From March to July inclusive, Hongkong was undergoing quarantine at Singapore, Manila, and the Northern ports. With the exception, however, of Manila, the enforcement of quarantine regulations was made as little onerous as practicable.

It is also very apparent that the total amount of cargo to be carried does not increase as rapidly as the tonnage available for its conveyance, principally owing to the enormous carrying capacity of a great number of the newer ships. This, combined with keen competition, places tonnage at the disposal of shippers in excess of what is actually required, consequently vessels cannot obtain full cargoes, and are glad to accept low rates of freight to fill up vacant space.

The principal referents from such a condition of things will be the "outside" tramp steamers which occasionally appear and frequently are found laid up for want of work. During the third quarter of the year there were 7 British ships aggregating 12,039 tons laid up in the harbour for periods varying from 23 to 86 days.

The accuracy or otherwise of the trade returns, so far as cargo is concerned, depends entirely on the reliability of the information afforded to this Department on application made to the master, and in some cases to the agents, of the vessels concerned.

The Chamber of Commerce noted "some apparent errors" in the returns furnished in my last annual report, and they were apprehensive that these might prove "misleading," and the question arose in their mind whether it was worth while attempting to make the returns at all.

It is not surprising to know that "apparent errors" can be discovered in returns compiled as these are. Indifference, want of knowledge, and commercial jealousy, will probably always militate against accurate information being supplied; but in order as far as possible to prevent the returns being "misleading" the sources of the information on which they depend are clearly stated. It is, I think, to a great extent with those who are principally concerned with the correctness of the returns, if they prevent the same from being anything less than accurate; in the meanwhile there appears no good reason for relinquishing the attempt to present a return which, though not absolutely correct, is as nearly so as circumstances will permit, and which, as it stands, may be considered a useful indication of the nature and volume of the trade of the colony.

We find that the total import trade of 1896 was represented by 34,526 vessels aggregating 8,051,088 tons carrying 1,138,903 tons of cargo, of which 3,293,503 tons were discharged in Hongkong.

During the year 335 vessels of European construction aggregating 12,333,395 registered tons, carried 6,677,477 tons, made up as follows:—

Import Cargo	2,701,880
Export Cargo	1,625,722
Transit Cargo	1,845,400
Bunker Coal Shipped	413,396
Total	6,677,477

The total number of tons carried was therefore 54 per cent, of the registered tonnage and was apportioned as follows:—

Imports	1,758,760
Exports	1,033,159
Transit	2,791,869
Bunker Coal	413,396
Total	6,677,477

Imports	1,758,760
Exports	1,033,159
Transit	2,791,869
Bunker Coal	413,396
Total	6,677,477

Imports	1,758,760
Exports	1,033,159
Transit	2,791,869
Bunker Coal	413,396
Total	6,677,477

Imports	1,758,760
Exports	1,033,159
Transit	2,791,869
Bunker Coal	413,396
Total	6,677,477

Imports	1,758,760
Exports	1,033,159
Transit	2,791,869
Bunker Coal	413,396
Total	6,677,477

Imports	1,758,760
Exports	1,033,159
Transit	2,791,869
Bunker Coal	413,396
Total	6,677,477

Imports	1,758,760
Exports	1,033,159
Transit	2,791,869
Bunker Coal	413,396
Total	6,677,477

Imports	1,758,760
Exports	1,033,159
Transit	2,791,869
Bunker Coal	413,396
Total	6,677,477

Imports	1,758,760
Exports	1,033,159
Transit	2,791,869
Bunker Coal	413,396
Total	6,677,477

Imports	1,758,760
Exports	1,033,159
Transit	2,791,869
Bunker Coal	413,396
Total	6,677,477

Imports	1,758,760
Exports	1,033,159
Transit	2,791,869
Bunker Coal	413,396
Total	6,677,477

Imports	1,758,760
Exports	1,033,159
Transit	2,791,869
Bunker Coal	413,396
Total	6,677,477

NOTANDA.

CALENDAR.

Metereological means based on ten years' observations to 1896.

Barometer	29.77
Thermometer	80.5
Humidity	81
Rainfall	16.97

TO-DAY.

Barometer	29.85
Thermometer	83
Humidity	86
Rainfall	0.27

TO-DAY.

Wednesday, June 2, 1897.

Chinese—3rd of 6th moon of 23rd year of Kuang-hsi.

Jewish—2nd Sivan, 5657.

Mohammedan—1st Muharram, 1316. (New Year's Day)

Sun—Rises 5hr. 16min.

Sets 5hr. 38min.

High water—Morning 5hr. 23min.

Afternoon 5hr. 58min.

Low water—Morning 5hr. 58min.

Afternoon 5hr. 35min.

ANNIVERSARIES.

1871—Telegraphic communication established with London.

1876—The *Princes of the Pelican* executed at Saigon.

1882—Garibaldi died.

1889—Trade near Newchwang; great loss of life.

1896—Terrific typhoon in the Loochoo Islands.

TO-MORROW.

Thursday, 3rd June, 1897.

Chinese—4th of 6th moon of 23rd year of Kuang-hsi.

Jewish—3rd Sivan, 5657.

Mohammedan—2nd Muharram, 1316.

Sun—Rises 5hr. 15min.

Sets 5hr. 39min.

High water—Morning 5hr. 23min.

Afternoon 5hr. 58min.

Low water—Morning 5hr. 58min.

Afternoon 5hr. 35min.

ANNIVERSARIES.

1854—Batteries ordered to be re-erected in Hongkong on account of Russian war scare.

1863—Manila destroyed by earthquake, upwards of 2,000 persons killed.

1865—Duke of York born.

1879—General Grant arrived in Peking.

1883—Ratification of Treaty between Brazil and China.

1883—Death of Sir Arthur Kennedy.

1891—Russell & Co. suspended payment.

1895—A private of the Rifle Brigade died of plague.

MEMORANDA.

To-morrow—3rd June.

11 a.m.—Public examination of debitors at the Supreme Court.

11 a.m.—Outward English Mail close.

Noon.—Rolls leave for Europe.

4.15 p.m.—Sanitary Board Meeting.

FRIDAY—4th June.

West River open under February Agreement.

3 p.m.—The Oaks run at Epsom.

SATURDAY—5th June.

Noon.—Meeting of the Green Island Cement Co.

9.15 p.m.—Volunteers' promenade concert.

SHIPPING AND MAIL NEWS.

MALES DUE:

American (*Doris*) 6th inst.

French (*Océanide*) 8th inst.

Australian (*Guthrie*) 8th inst.

English (*Ravenna*) 12th inst.

American (*China*) 18th inst.

German (*Sachsen*) 1st July.

The Canadian Pacific Railway Co.'s steamship *Empress of India*, sailed from Vancouver for Yokohama on Monday, the 31st May.

SHIPPING RETURNS.

From 5 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.		
Nanchang	steamer, from	Chfoo
Hydaspis	"	Singa: or
Kwefang	"	Canton
Kwanlong	"	Canton
Progriss	"	Canton
Sishan	"	Saigon
Tatiang	"	Swatow
Ariel	"	Canton

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"ROSETTA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. China.
From Penang, &c., ex S.S. Pamba, Pachumbia and Nauri.
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.
Goods not cleared by the 3rd June, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 28th May, 1897.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, YOKOHAMA,
AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 28th May, 1897.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"CITY OF PEKING,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 29th May, 1897.

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PREUSSEN."

THE above named steamer having arrived, Consignees of cargo are hereby informed that their goods, with exception of Opium, Treasures and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary be given before TO-MORROW MORNING, the 1st June, at 10 A.M. No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after 7th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 7th June, at 9:30 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by MELCHERS & Co., Agents.

Hongkong, 31st May, 1897.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"PARKING"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 7th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on MONDAY, the 7th June, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 7th June, will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 31st May, 1897.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 3rd Instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wharfedale.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, ROSE & Co., Agents.

Hongkong, 1st June, 1897.

Intimations.

"ESSETS"

DISINFECTING FLUID.

"ESSETS"

DISINFECTING POWDER.

"ESSETS"

DISINFECTING SOAP AND TOILET PREPARATIONS.

One gallon of "Essets" Fluid is sufficient to make 1,000 gallons of Disinfectant.

Send for Corroborative Reports, Testimonials, Price Lists and Particulars to—

WATKINS & CO.,

SOLE AGENTS,

66, QUEEN'S ROAD CENTRAL, HONGKONG.

THE WORLD RENOWNED

FRENCH CORSETS
C. P. A LA SIRENE

Established 1839, PARIS.

Beware of Spurious Imitations

Only genuine if Labelled and Stamped

C. P. à la Sirène.

APPLY TO

M. OPPENHEIMER & Co., PARIS.

DISINFECT
WITH
SANITAS
FLUID, POWDER, SOAPS, &C.
OF ALL CHEMISTS AND STORES.

Valuable Book:
"HOW TO DISINFECT,"
free on application.
The SANITAS Co., Ltd.,
RETHMAL GREEN,
LONDON, E.

SETTING UP OF DISTILLERIES
Rice—Corn—Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF
Liquors Factories—Preserves Factories
Laboratories of Druggists—Essences Factories
STEAM KITCHENS
EGROT & ORANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. This enriches the blood, assists in making healthy flesh, restores body-heat and vigorous action of the vital organs, and prevents the germs from taking root in the lungs.

Scott's Emulsion

is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dreadful disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS Hongkong & Co.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for London, Australia, and

elsewhere, the highest quality of Watches

and for Goldsmiths and Jewellers.

CELEBRATED OPERA GLASSES,

MARKIN—GLASSES—AND—SPYGLASSES.

No. 54 & 55, Queen's Road Central.

[40]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS

AND WATCHMAKERS.

Sole Agents in the East for the amalgamated

CLEMENT, HUMBER and GLADIATOR Co., Ltd.,

DUNLOP TYRE'S BICYCLES—PRICE—\$185.

A special reliable Watch made for this climate.

Quality A.....\$15

Quality B.....\$12

10, QUEEN'S ROAD CENTRAL,

Opposite the Telephone Office.

[41]

THE GRILL ROOM,

1, QUEEN'S ROAD.

THE LEADING CATERERS

OF

TUESDAYS.

GREEN TURTLE STEAKS for Dinner.

GREEN TURTLE SOUPS for Dinner.

SALADS and DELICIOUS ENTREES sent

to PRIVATE HOUSES at short notice.

WEDDINGS, PRIVATE PARTIES,

TIFFINS and DINNERS a Specialty.

Hongkong, 24th December, 1896.

To be Let.

TO LET.

FURNISHED.

TWO ROOMS in the KOWLOON HOTEL.

Apply to

NEW VICTORIA HOTEL.

Hongkong, 1st June, 1897.

[42]

TO LET.

NO. 27, CAINE ROAD, 7 Rooms—2nd Unit.

Apply to

DAVID SASSOON, ROSE & Co.

Hongkong, 31st May, 1897.

[43]

TO LET.

HOUSES in RIFON TERRACE.

"HARFORD," in MAGNAN GAY.

"THE KENNELS," in MAGNAN GAY.

"MYRTLE BANK," THE PEAK.

No. 27 & 29, ELGIN STREET.

FLOORS in STANTON and ELGIN

STREETS.

GODOWNS in BLUE BUILDING.

Apply to

THE HONGKONG LAND INVESTMENT

AGENCY Co., Ltd.

Resident, 15th May, 1897.

[44]

TO LET.

THE BUILDING known as "THE

HONGKONG CLUB," HONGKONG.

From the 1st AUGUST, 1897.

Apply to

MATTHEW J. D. STEPHENS,

Collector for Owner.

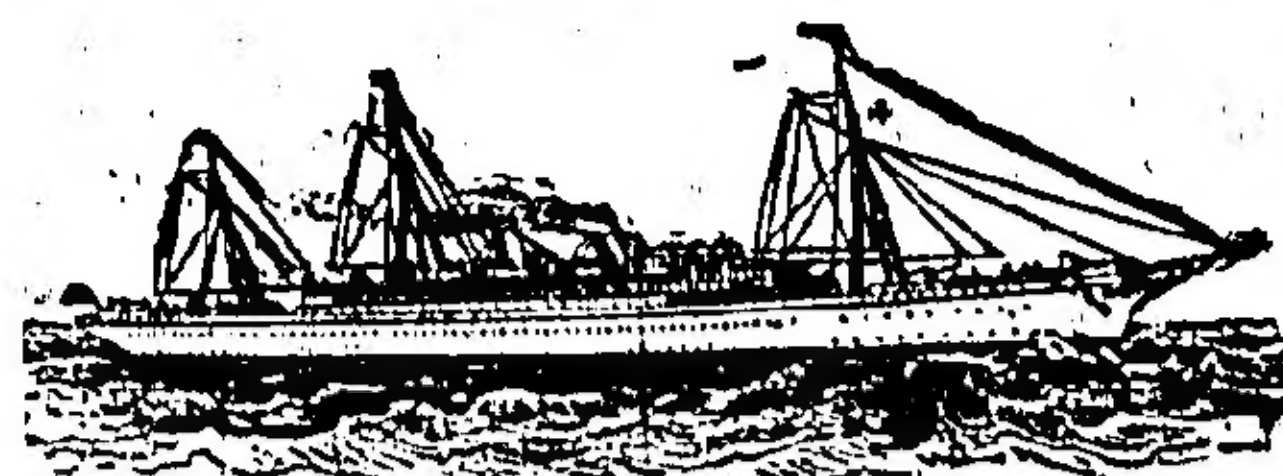
Hongkong, 31st April, 1897.

[45]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twice a Week Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th June.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th June.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 21st July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF

JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL

TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is

made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of

Passengers Booked through to all principal points and AROUND THE WORLD. Return

Tickets at various rates at reduced rates, Good for 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan

Government.

CIRCULAR PACIFIC TOUR TICKETS: Hongkong to Vancouver, Vancouver to Sydney

Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for

9 months, \$100.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS

(the Company having received the highest award for same at recent Chicago World's Exhibition)

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by

the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Prater's Street.

Hongkong, 19th May, 1897.

OCCIDENTAL & ORIEN-

TAL STEAMSHIP

COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama).....

Thursday, 17th June, at Noon.

Brigit (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Tuesday, 6th July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Saturday, 24th July, at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA, on THURSDAY,

the 17th June, 1897, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States or Canada. Rates, and particu-

lars of the various Routes may be obtained

upon application.

Special rates (first-class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic and Civil Services, to European

Officials in service of China and Japan, and to

Government officials and their families.

Passengers who have paid full fare, re-embark-

ing at San Francisco for China or Japan (or vice

versa), within one year, will be allowed a dis-

count of 50 per cent. This allowance does not

apply to through fares for China and Japan

to Europe.

All PARCEL PACKAGES should be marked to

address in full, and same will be received at

the Company's Office until FIVE P.M. the day

previous to sailing.

Celestial Invoices to accompany Cargo de-

stined to Points beyond San Francisco, in the

United States, should be sent to the Company's

Office, addressed to the Collector of Customs,

San Francisco.